

COUNTRY	East Germany	REPORT	
TOPIC	Grossenhain Airfield		25X1
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EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			25X1
DATE OBTAINED		PREPARED	17 May 1955
REFERENCES			
PAGES	3	ENCLOSURES (NO. & TYPE)	
REMARKS			
This is UNEVALUATED Information			

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1. Air activity and aircraft observed at Grossenhain airfield between 4 March and 15 April 1955:

4 March. Between 1100 and 1300 and between 1500 and 1600, the sound of flying MiG-15s or U-MiG-15s was heard.

5 March. At 1100, a swept-back jet fighter made a local flight at an altitude of about 250 meters. Individual flights were made from 1210 to 1600.

6 and 7 March. No air activity was observed.

8 March. Individual MiG-15s or U-MiG-15s practiced local flying at an altitude of about 300 meters at intervals of 10 to 15 minutes between 1130 and 1300. From 1500 to 1700, the sound of jet engines was heard over the clouds.

9 March. Five local flights were made by individual swept-back jet fighters. Between 1530 and 1550, 5 individual take-offs were made. After the take-off, the aircraft climbed to an altitude of about 400 meters, circled the local area one time then made a gliding approach at the field and leveled off at a very low altitude. They then climbed back to about 400 meters repeated this same exercise and afterwards landed. At 1800, 1830, 1845 and 1900, 1 MiG-15 or U-MiG-15 with a position light was observed at the field.

10 March. A total of 32 MiG-15s or U-MiG-15s were counted on the landing field. This count included 8 in front and next to the hangar with the cupola roof and [] about 10 meters to the south, 1 which had landed coming from the west, 17 on the auxiliary runway, and 4 [] on the dispersal area of the alert formation. Ten trucks and 1 bus were also parked on the auxiliary runway. Two groups of about 50 soldiers were observed nearby. about 40 men fell in near the hangar with the cupola roof.

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22 March. There was air activity from 1100 to 1300 and from 1430 to 1600. During the morning, local flying was practiced by individual MiG-15s or U-MiG-15s. The aircraft took off at intervals of 15 to 20 minutes and remained aloft for about 4 minutes.

23 March. Local flights were made by individual MiG-15s and U-MiG-15s from 1000 to 1200 and from 1300 to 1500.

25 March. During the morning, there was intensive air activity. MiG-15s or U-MiG-15s took off at short intervals and made local and formation flights. The formations flew in close order. The same air activity was conducted during the afternoon, but the intervals between the take-offs were longer.

26 and 27 March. No air activity was observed.

28 March. The alert formation [redacted] was still observed at the usual dispersal area. No flights were made.

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31 March. From 1045 to 1600, there was air activity by MiG-15s or U-MiG-15s which, during the morning, took off at intervals of a few minutes and then made individual local flights. During the mid-day break between 1325 and 1430, 4 flights were made by MiG-15s or U-MiG-15s.

1 April. Between 1000 and 1525, there was intensive air activity by MiG-15s or U-MiG-15s.

2 to 4 April. No air activity was observed.

5 April. At 1200, a MiG-15 or U-MiG-15 made a local flight. An element of two MiG-15s or U-MiG-15s took off at 1240 while individual swept-back jet fighters took off at 1242 and 1245.

6 to 11 April. No air activity was observed. On 6 April, 50 MiG-15s or U-MiG-15s were counted on the landing field. [redacted]

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12 April. Local flying was practiced by individual MiG-15s or U-MiG-15s from 1130 to 1605. At 1400, an element of two swept-back jet fighters practiced formation flying in the local area.

13 April. No air activity was observed throughout the day. From 1935 until about midnight, about 13 take-offs were made by individual MiG-15s or U-MiG-15s.

14 April. One take-off was made by a MiG-15 or U-MiG-15 at 1100, 1145, 1930, 2000 and 2010. A flashing light was observed at the field. Night flying had to be stopped probably because of deteriorating weather.

15 April. No flights were observed throughout the day. From 2000 to 2230, the sound of MiG-15s or U-MiG-15s flying individually was heard. At about 1240, 24 MiG-15s or U-MiG-15s were counted on the landing field. Four of the aircraft were parked on the dispersal area of the alert formation. Three aircraft of the alert flight were covered with tarpaulins. About 20 meters north of the hangar with the cupola roof were 8 tank trucks and 1 radio truck.¹

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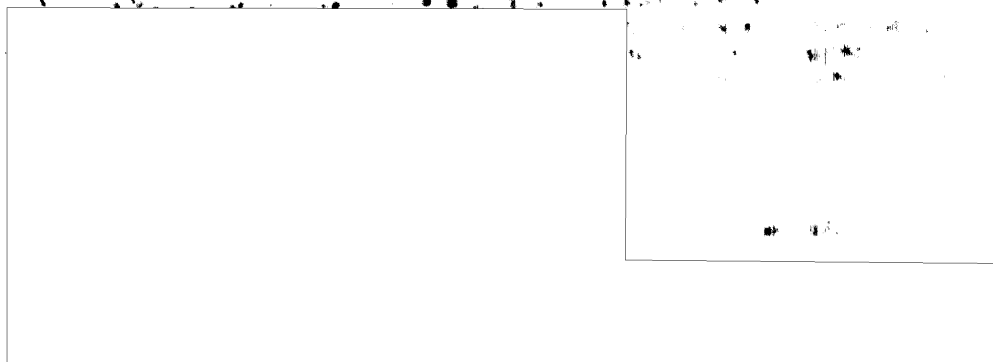
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2. Radio and radar installations

An umbrella-type antenna was observed at the southern end of the auxiliary runway. Twelve to 15 men wearing black-bordered blue epaulets were attaching 4 telephone lines on the masts which were located parallel to the railroad line, just south of the field border. The lines extended from a building west of the cupola hangar to Adelsdorfer Strasse north of Folbern. The further extension of the line could not be observed.²

3. AA

On 6 April, 2 to 3 men were seen around each of the 6 x 37-mm AA guns in the emplacement on the southern edge of the field. Twenty-five to 30 men received instruction on 3 large guns next to the cupola hangar. After 3 hours, these guns were no longer seen. 3

4. Vehicular traffic

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Almost all of the motor vehicles had a new coat of paint. Most of the vehicles were new. At about 1430 on 6 April, 15 newly arrived trucks were observed. All vehicles had reserve tanks fitted at the side.

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1. Comment. It is believed that Grossenhain airfield is still occupied by 1 fighter division headquarters and 2 fighter regiments. Air activity was conducted along the usual pattern. A total of 32 MiG-15s or U-MiG-15s were counted on the landing field. MiG-15 was last observed in Koethen in 1953, in Bautzen in 1953. and the other MiG-15 have previously been observed in Grossenhain.

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2. Comment. The umbrella-type antenna and the telephone line on the southern edge of the field were previously reported.

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3. Comment. The AA gun emplacement on the southern edge of the field was mentioned previously. The expression "large" gun requires clarification.

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